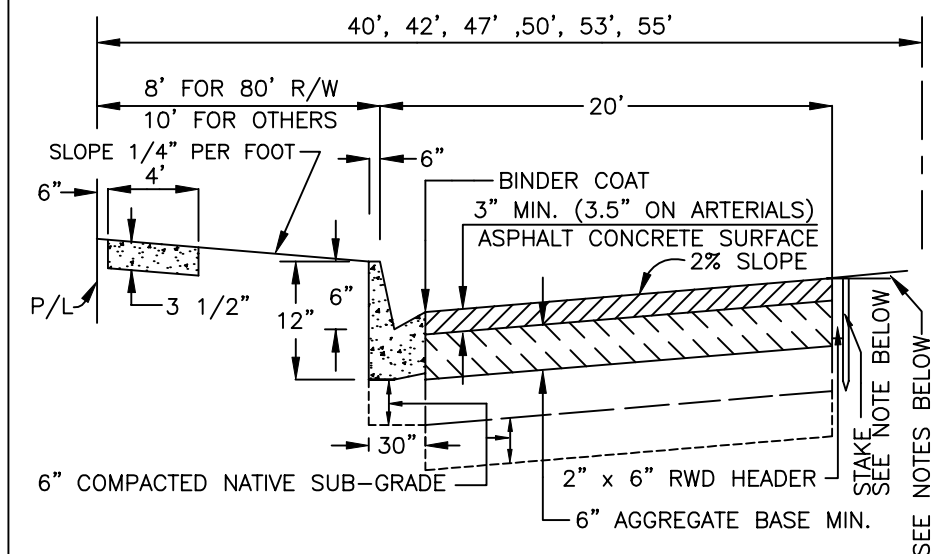


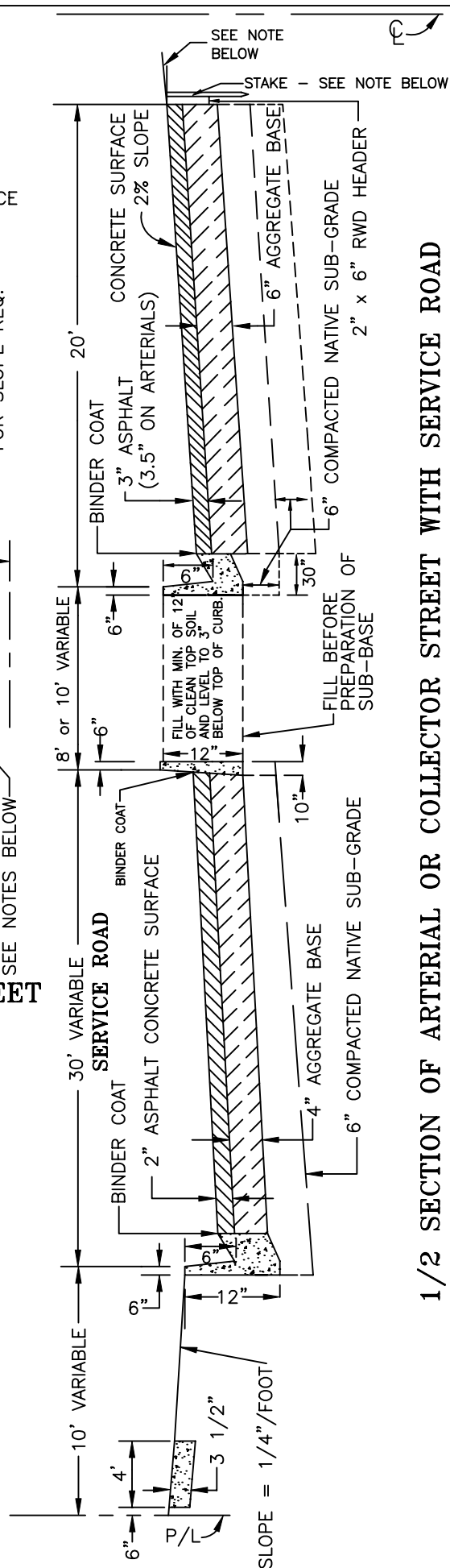
**1/2 SECTION OF LOCAL STREET**



**1/2 SECTION OF COLLECTOR OR ARTERIAL STREET**

**NOTES:**

1. TRANSITIONS SHALL BE APPROPRIATE TO THE DESIGN SPEED OF THE STREET BOTH VERTICALLY AND HORIZONTALLY.
2. TRANSITION SLOPE ALONG THE STREET SHALL BE A MAX. 2% GRADE DIFFERENCE. (TEMPORARY)
3. TRANSITION SLOPE ACROSS THE STREET SHALL BE A MAX. SLOPE OF 5%. (TEMPORARY)
4. TRANSITION SHALL BE 2" A.C. MIN. (TEMPORARY)
5. THE STRUCTURAL SECTIONS SHOWN ARE DESIGN MINIMUMS. FIELD CONDITIONS MAY REQUIRE GREATER THICKNESS OF STRUCTURAL SECTION. ALTERNATE "THICK LIFT" PAVING MAY BE APPROVED THE ENGINEER.
6. PRES. TREATED LUMBER HEADER SHALL BE STAKED WITH 2"x4"x18" POINTED STAKE AT 4' O.C.
7. WHERE NO SIDEWALK IS CONSTRUCTED, FINISHED GRADE SHALL BE 2% FROM BACK OF CURB TO PROPERTY LINE.
8. WHEN A BIKE LANE IS REQUIRED WITHIN THE STREET RIGHT-OF-WAY, BOTH THE RIGHT-OF-WAY AND PAVEMENT SHALL BE INCREASED BY 10' TO PROVIDE FOR A 5' BIKE LANE ON EACH SIDE OF THE STREET.
9. THE CLASS OF STREET SHALL DETERMINE THE TRAFFIC INDEX USED FOR DESIGN.



**1/2 SECTION OF ARTERIAL OR COLLECTOR STREET WITH SERVICE ROAD**